



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MPO Policy Committee

Annotated Agenda

June 12, 2014 — 10:00 a.m.

Cook County Conference Room

233 S Wacker Drive, Suite 800

Chicago, Illinois

1.0 Call to Order and Introductions

10:00 a.m.

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – May 12, 2014

ACTION REQUESTED: Approval

4.0 Agency Reports

4.1 Council of Mayors' Report

4.2 CMAP Board Report

4.3 CMAP Staff Report

5.0 Nominating Committee for the Office of Vice Chairman

The [MPO bylaws](#) state "each year during June, after notice to the membership in the call and agenda of a particular meeting, the Chairman shall appoint a subcommittee of five members of the Policy Committee to nominate at a meeting in October, the name or names of candidates for election to the office of Vice Chairman of the Policy Committee for the following year." The members of the nominating committee must include one person from each of the following areas: municipal government or municipal corporation, highway or roads administration, public transportation agency or other transportation provider, regional planning agency, and county government.

ACTION REQUESTED: Appointment of the Nominating Committee

6.0 Fiscal Year 2015 Unified Work Program (UWP)

The Transportation Committee and the Regional Coordinating Committee have recommended the approval of the proposed FY 2015 Unified Work Program (UWP) to the Policy Committee and the CMAP Board. The FY 2015 UWP totals \$21,305,358 and includes \$16,575,725 in FHWA and FTA regional planning funds and \$4,547,633 in matching funds. The attached Executive Summary details the allocation of funding and awarded projects.

ACTION REQUESTED: Approval of FY 2015 Unified Work Program

7.0 Legislative Update

Staff and member agencies will update the Committee on the status of various legislative initiatives at the federal and state level.

ACTION REQUESTED: Information and Discussion

8.0 FTA Subarea Allocation between Indiana-Illinois and Wisconsin-Illinois of Section 5307 and Section 5340 Capital and Planning Funds

At its April 25 meeting, the CMAP Transportation Committee recommended approval of the allocation of Section 5307 and 5340 Capital and Planning funds between Illinois, Indiana, and Wisconsin. The RTA staff has negotiated splits of all funding with northwestern Indiana and southeastern Wisconsin. RTA Board approval occurred at the Board's April 16 meeting.

The 5307/5340 apportionment for the Chicago IL/IN and the Round Lake Beach/McHenry/Grayslake IL/WI urbanized area are based on calculated percentages derived from the annual apportionments, National Transit Database, and Census data. The recommended split between Indiana and Illinois allocates 4.627932% of the total amount to northwestern Indiana and 95.372068% to northeastern Illinois. The recommended split between Wisconsin and Illinois is 3.942349% of the total amount allocated to southeastern Wisconsin and 96.057651% of the total amount allocated to northeastern Illinois.

The estimated Section 5307 and 5340 combined Capital and Planning funds for northeastern Illinois totals \$241,364,054. The recommended distribution to the Service Boards will be: \$125,579,499 to the CTA; \$80,590,151 to Metra; and \$35,194,404 to Pace. ACTION REQUESTED: Approval of Resolutions 14-02 and 14-03

9.0 Title VI Plan

The Chicago Metropolitan Agency for Planning adopted its most recent Title VI plan, as required by USDOT, in 2011. Each grantee must submit an update every three years. The updated plan is attached.

ACTION REQUESTED: Approval of the Title VI Plan

10.0 GO TO 2040 Plan Update

As required under MAP-21, staff has been in the process of updating the GO TO 2040 plan since the summer of 2013. Staff has prepared a [draft plan update](#) consisting of a summary document and a series of appendices that describe each of the key elements of the project in technical detail. As discussed at previous meetings, none of the plan's recommendations have been revised. Staff anticipates release of the draft for public comment on June 13. Outreach meetings have been [scheduled across the region](#) through the end of the public comment period on August 1. Staff anticipates adoption of the final plan update at the October meetings of the Board and MPO Policy Committee.

ACTION REQUESTED: Discussion

11.0 Proposed Federal Fiscal Year 2014-19 Transportation Improvement Program (TIP)

Federal regulations mandate the update of the TIP by October 2014. A new [TIP document](#) is attached. The document includes discussion of how the TIP implements the recommendations of GO TO 2040 within the constraints of the fiscal plan. The multi-modal list of projects proposed for the seven county CMAP region is consistent with the GO TO 2040 Plan Update and includes highway, rail, and bus facility improvements, bicycle and pedestrian improvements, and other transportation-related activities. Many of the projects in the proposed TIP are carried over from the FFY 10-15 TIP. The TIP will be included in the public comment period anticipated to run from June 13 to August 1 and staff anticipates consideration of approval at the October meetings of the Board and MPO Policy Committee.

ACTION REQUESTED: Information

12.0 Conformity Analysis

The [Transportation Conformity Analysis](#) Appendix to the GO TO 2040 Plan Update will be included in the public comment period anticipated to run from June 13 through August 1. The GO TO 2040 Plan Update and the Federal Fiscal Year 2014-19 Transportation Improvement Program conform to the State Implementation Plan for the 8-hour ozone standard and the annual fine particulate matter (PM_{2.5}) standard based on the results of the conformity analysis. The report makes the determination that the region's transportation plan and program satisfy all applicable criteria and procedures in the conformity regulations. Staff anticipates consideration of approval of the conformity determination at the October meetings of the Board and MPO Policy Committee

ACTION REQUESTED: Information

13.0 Transportation Reauthorization Principles

With MAP-21 set to expire on September 30, 2014 and the federal Highway Trust Fund expected to reach insolvency in mid-2014, a national conversation is currently underway on a new surface transportation bill. CMAP's adopted reauthorization principles date from September 1, 2009 as SAFETEA-LU, the previous federal transportation bill, was scheduled to expire. Staff has prepared an update to CMAP's reauthorization principles to clarify the agency's policy positions.

ACTION REQUESTED: Information

14.0 Freight Leadership Task Force Report

Established by the CMAP Board in June 2013, the Regional Freight Leadership Task Force first met in October 2013 and has prepared its [final report](#). The Board charged the Task Force with exploring the creation of a "Regional Freight Authority", including consideration of revenue sources and governance issues. Staff will discuss the group's proceedings and three main recommendations.

ACTION REQUESTED: Information

15.0 Alternate Representative to the CMAP Board

At its May 14, 2014 meeting, the CMAP Board approved a revision to the MOU between the Board and the Policy Committee enabling the Policy Committee to appoint an Alternate Representative to the CMAP Board.

ACTION REQUESTED: Approval of Revised MOU and Appointment of an Alternate Representative to the CMAP Board

16.0 Other Business

17.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion.

18.0 Next Meeting – Wednesday, October 8, 2014 at 9:30 a.m.

This will be a joint meeting with the CMAP Board. Please note the day of week and time change.

19.0 Closed Session – IOMA Section 2 (c)(11)

20.0 Adjournment

MPO Policy Committee Members:

	Kay Batey		Kristi Lafleur		Rebekah Scheinfeld
	Frank Beal		Christopher J. Lauzen		Jeffery Schielke
	Forrest E. Claypool		Aaron Lawlor		Ann Schneider
	Tom Cuculich		Wes Lujan		John Shaw
	Elliott Hartstein		John McCarthy		Marisol Simon
	Tina Hill		Don Orseno		Larry Walsh
	R.A. Kwasneski		Leanne Redden		John Yonan



Chicago Metropolitan Agency for Planning

Agenda Item 3.0

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MPO Policy Committee

Draft Minutes

May 12, 2014

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

MPO Policy Committee Members Present:

Kay Batey – Federal Highway Administration, Frank Beal – Chicago Metropolitan Agency for Planning, Michael Connelly - Chicago Transit Authority, Tom Cuculich – DuPage County, Elliott Hartstein – Chicago Metropolitan Agency for Planning, Charles Ingersoll - Illinois Department of Transportation, Joe Korpalski – McHenry County, Rich Kwasneski – Pace, , Chris Lauzen - Kane County, Aaron Lawlor - Lake County, Don Orseno – Metra, Leanne Redden – Regional Transportation Authority, Rebekah Scheinfeld – Chicago Department of Transportation, Jeffery Schielke - Council of Mayors, Marisol Simon – Federal Transit Administration, Larry Walsh – Will County, Jeff Wilkins – Kendall County, John Yonan - Cook County, Rocco Zuccherro – Illinois Tollway

MPO Policy Committee Members Absent:

Wes Lujan – Class I Railroads, John McCarthy – Private Providers

Staff Present:

Patricia Berry, Randy Blankenhorn, Jesse Elam, Don Kopec, Jill Leary, Matt Maloney, Holly Ostlick, Ross Patronsky, Todd Schmidt, Andrew Williams – Clark, Lindsay Hollander

Others Present:

Brian Carlson – Illinois Department of Transportation, Bruce Carmitchel – Illinois Department of Transportation, Lynette Ciavarella – Metra, Shelia Clements – Federal Transit Administration, Chalen Daigle – McHenry County Council of Mayors, John Donovan, Federal Highway Administration, Tony Greep – Federal Transit Administration, Alicia Hanlon – Will County Executive's Office, Pete Harmet – Illinois Department of Transportation, Jessica Hecter-Hsu – Regional Transportation Authority, Jon-Paul Kohler – Federal Highway Administration, Dean Mentjes – Federal Highway Administration, Nick Palmer – Will County Executive's Office, Mark Pitstick – Regional Transportation Authority, David Seglin - Chicago Department of Transportation, Karen Shoup - Illinois Department of Transportation, Chris Staron – Northwest Municipal Conference, Paula Trigg – Lake County, Mike Walczak – North West Municipal Conference,

1.0 Call to Order and Introductions

Vice-Chairman Lawlor called the meeting to order at 10:05 a.m.

2.0 Agenda Changes and Announcements

Mr. Kopec announced that the CMAP Board will be considering a change to the bylaws to allow alternates at their meeting on May 14, 2014.

Mr. Blankenhorn announced that Matthew Maloney, Deputy Chief of Staff is moving on and thanked him for his service.

3.0 Approval of Minutes – March 13, 2014

Mr. Kopec stated that item 6.0 should be revised to state that changes to the Memorandum of Understanding between the MPO Policy Committee and CMAP Board would be addressed. A motion was made by Mr. Zuccherro seconded by Mr. Ingersoll. With a vote of all ayes, the motion carried approving the minutes of March 13, 2014 as amended.

4.0 USDOT Certification

Ms. Simon stated she and Ms. Batey and their staff participated in the quadrennial certification review of the regional planning process in the Chicago urban area. She stated there was a leadership change in the USDOT with a new Secretary who is a former Mayor and was involved with MPOs. She also stated that planning emphasis areas were sent to each MPO from the USDOT and that more information such as that should be anticipated. She introduced Mr. Donovan to give an overview of the certification process and recommendations for the regional planning process in the Chicago urban area. Mr. Cuculich congratulated Mr. Kopec and Mr. Blankenhorn for putting together a great staff.

5.0 Smoothed Urbanized Area Boundaries

Ms. Berry stated the urbanized boundaries for the census designated urban areas within CMAP's planning area were adjusted to smoothed lines. She stated the CMAP Transportation Committee recommended approval to the MPO Policy Committee at their March 2014 meeting. On a motion by Mr. Connelly and seconded by Mayor Schielke with a vote of all ayes, the smoothed urbanized area boundaries were approved.

6.0 GO TO 2040 Update

Mr. Williams-Clark stated that staff is moving forward with the GO TO 2040 update and the latest product includes the plan summary, which is available at the member's seats. He requested comments by May 23, 2014. He continued by introducing Lindsay Hollander to report on the financial plan.

6.1 Financial Plan

Ms. Hollander reported that the financial plan estimates were updated after discussions with regional stakeholders, including IDOT. She stated the roadway capital maintenance forecast was decreased based on new information. She continued to say that the regional registration fee that was considered as a reasonably expected revenue was removed from the financial plan. This led to a positive balance of approximately \$3.4 billion for anticipated costs to achieve a state of good repair and implement systematic enhancements. She continued by

stating that the allocation of funding to achieve the state of good repair and systematic enhancements is 8% and 3% for the accomplishment of major capital projects.

6.2 Major Capital Projects

Mr. Elam stated that the proposed major capital projects are the same as those in GO TO 2040 with the exception of the three already completed and two that were amended into GO TO 2040 after its adoption. He stated the non-reconstruction elements are approximately \$12.3 billion and with the reconstruction elements, the costs are similar to the amount allotted in GO TO 2040.

7.0 Other Business

Mr. Schielke stated that municipalities in the CMAP region are in deep financial trouble and adjustments to receiving funding from CMAP makes it more difficult to meet the needs of their communities. Mr. Hartstein echoed that funding is limited and it is important to support the reasonably expected revenues included in the financial plan. Vice-Chairman Lawlor stated that in Lake County it is evident that there is a cost shift to locals for operating and public safety services. Mr. Kwasneski stated that legislation expanding the I-55 Bus-On-Shoulder program is moving forward and thanked the members for their support.

8.0 Public Comment

There was no public comment.

9.0 Closed Session – IOMA Section 2 (c)(11)

On a motion by Mr. Korpalski and seconded by Mr. Lauzen the committee entered into a closed session under IOMA Section 2 (c)(11). On a motion by Mayor Schielke seconded by Mr. Lauzen, the closed session ended.

10.0 Next Meeting – Thursday, June 12, 2014 at 10:00 a.m.

11.0 Adjournment

On a motion by Mr. Korpalski, seconded by Mr. Zuccherro, the meeting adjourned at 11:15 a.m.



MEMORANDUM

To: Transportation Committee
Regional Coordinating Committee
CMAP Board
MPO Policy Committee

From: Dolores Dowdle
Deputy Executive Director, Finance and Administration

Date: April 11, 2014

Re: FY 2015 Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP) lists the planning projects the Chicago Metropolitan Agency for Planning (CMAP) and other agencies undertake each year to enhance transportation in northeastern Illinois and to fulfill federal planning regulations. The UPWP time frame is consistent with the State of Illinois fiscal year, which starts July 1. The final UPWP document includes the transportation planning activities to be carried out in the region, detailing each project's description, products, costs and source of funding.

On March 20, the UWP Committee approved a proposed FY 2015 Unified Planning Work Program, totaling \$21,305,358. This includes \$16,757,725 in FHWA and FTA regional planning funds and \$4,547,633 in local match funds. Attached is the summary of the allocation of funding and awarded projects.

ACTION REQUESTED: Recommend approval of FY 2015 Unified Planning Work Program

UNIFIED PLANNING WORK PROGRAM EXECUTIVE SUMMARY

The Fiscal Year 2015 (FY 15) Unified Planning Work Program (UPWP) for transportation planning for northeastern Illinois programs a total expenditure of \$21,305,358 in metropolitan planning funds from the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), state and local sources. The program is fiscally constrained, as the new budget totals are within the IDOT estimated funding marks. The FY 2015 UPWP programs \$16,757,725 in FHWA/FTA funds and \$4,547,633 in state or local sources to provide for the necessary matching funds.

The UPWP was developed through the UPWP Committee of the Chicago Metropolitan Agency for Planning (CMAP). The eight voting members of the UPWP committee are the City of Chicago, CTA, Metra, Pace, CMAP, RTA, the Council of Mayors and the counties. IDOT chairs the committee and votes in instances of a tie. Non-voting members include IEPA, FHWA and FTA. Member agencies of the UPWP Committee traditionally receive UPWP funding, but any other MPO Policy Committee member agency can submit proposals or sponsor submissions from other entities.

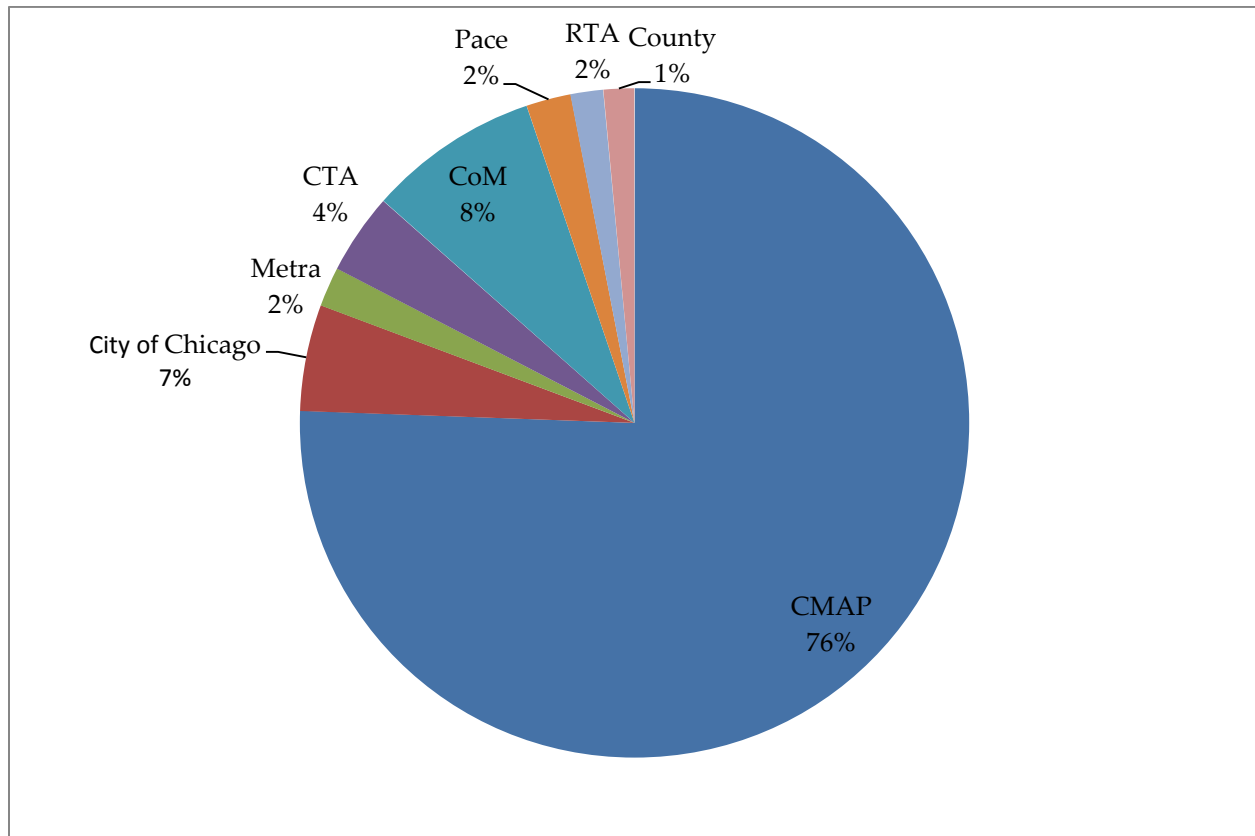
The FY 15 UPWP is a one year program covering the State of Illinois fiscal year from July 1, 2014 through June 30, 2015. The UPWP Committee developed the FY15 program based on the UPWP funding mark for the metropolitan planning area. Project selection was guided using a two-tiered process. The initial tier funded core elements, which largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programmed the remaining funds based upon a set of FY 15 regional planning priorities developed by the UPWP Committee in concert with the Transportation Committee, MPO Policy Committee and CMAP Board. The UPWP Committee also utilizes a quantitative scoring process to evaluate project submissions in the competitive round.

The UPWP is submitted to CMAP's Transportation Committee, which recommends approval of the UPWP to the Regional Coordinating Committee and the MPO Policy Committee. The Regional Coordinating Committee recommends approval of the UPWP to the CMAP Board. Approval by the MPO Policy Committee signifies official MPO endorsement of the UPWP. FY 15 UPWP funds will be programmed to CMAP, CTA, the City of Chicago, Regional Council of Mayors, Metra, Pace, RTA, and DuPage County. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Moving Ahead for Progress in the 21st Century Act (MAP-21).

Funding by Agency

Figure 1 shows the share of FY 15 UPWP funds programmed to each agency.

FIGURE 1
Share of FY 2015 UPWP Funds by Agency



CMAP is receiving 76% of the FHWA PL and FTA section 5303 funds to implement the region's long range plan *GO TO 2040*, support local planning efforts, collect, analyze, and disseminate transportation data, support required MPO activities such as the TIP and Congestion Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach. CMAP, in coordination with RTA, will be administering the Community Planning Program and will allocate part of the funds to RTA depending of the projects.

The CTA, Metra, and Pace are receiving 4%, 2%, and 2% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems. In the competitive round, CTA received funding for planning for automating special transit services. Pace received funding for the Pace/CTA North Shore Transit Service Coordination Plan and Customer Satisfaction Survey for ADA Paratransit and Vanpool.

The City of Chicago is receiving 7% of the funds for transportation planning and programming and planning support for the CREATE Passenger and Commuter Rail. The RTA is receiving 2% of the funds for the community planning program and for conducting a study of Stable Funding of Coordinated Paratransit Systems Study for Collar Counties.

The Regional Councils of Mayors are receiving 8% of the funds. The Council of Mayors Planning Liaison (PL) program is responsible for serving as a general liaison between CMAP and local elected officials. PLs also facilitate the local Surface Transportation Program (STP) process and monitor other transportation projects from various funding sources. DuPage County is funded for their County Long Range Transportation Planning program.

Summary of UPWP Projects and Budgets by Recipient Agency

Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	MPO Activities	1,112,563	10,950,892	3,015,864	15,079,319
CMAP	Community Planning Program	600,000		150,000	750,000
CMAP Total		1,712,563	10,950,892	3,165,864	15,829,319
CTA	Program Development	400,000		100,000	500,000
CTA	Automating Special Transit Services	256,000		64,000	320,000
CTA Total		656,000	-	164,000	820,000
City of Chicago	Transportation and Programming	660,000	-	165,000	825,000
City of Chicago	CREATE Program Planning support - Passenger and Commuter Rail	200,000		200,000	400,000
City of Chicago Total		860,000	-	365,000	1,225,000
Council of Mayors	Subregional Transportation Planning, Programming and Management		1,384,270	554,269	1,938,539
Council of Mayors Total			1,384,270	554,269	1,938,539
County of DuPage	Long Range Transportation Planning	250,000		62,500	312,500
County Total		250,000	-	62,500	312,500
Metra	Program Development	320,000		80,000	400,000
Metra Total		320,000	-	80,000	400,000
Pace	TIP Development and Modeling	60,000		15,000	75,000
Pace	Rideshare Services Program	60,000		15,000	75,000
Pace	Pace/CTA North Shore Transit Service Coordination Plan	160,000		40,000	200,000
Pace	Pace ADA Paratransit and Vanpool Customer Satisfaction Survey	80,000		20,000	100,000
Pace Totals		360,000	-	90,000	450,000
RTA	Community Planning Program Staff	160,000		40,000	200,000
RTA	Stable Funding for Collar Counties Coordinated Paratransit Systems Study	104,000		26,000	130,000
RTA Totals		264,000	-	66,000	330,000
FY 14 UWP Total		4,422,563	12,335,162	4,547,633	21,305,358

Brief Synopses of FY 2015 Recommended UPWP Projects

CMAP: MPO Activities Purpose: CMAP is responsible for the implementation of the region's long range plan GO TO 2040; supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access, and legislative and policy analysis efforts. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.	\$15,079,319
CMAP: Community Planning Program Purpose: CMAP will provide planning assistance to local governments to undertake planning activities that integrate transportation – particularly transit – with land use and housing. Projects will be selected through a competitive application process administered jointly by CMAP and the Regional Transportation Authority (RTA). CMAP will suballocate to RTA for projects with a heavy transit focus.	\$750,000
Chicago Metropolitan Agency for Planning (CMAP)	Agency Total: \$15,829,319
CTA: Program Development Purpose: The program facilitates CTA's efforts to coordinate the provision of capital projects for customers in its service area to projects identified within the Chicago area regional five-year Transportation Improvement Program. Major tasks include: Develop CTA's capital programs for inclusion in the five-year regional TIP; Identify and analyze potential capital projects for funding eligibility; Prioritize capital projects for inclusion in the CTA's capital program and the constrained TIP; Monitor capital program of projects progress and adjust as needed for amending or for inclusion into the TIP.	\$500,000
CTA: Automating Special Transit Services Purpose: The purpose of this project is to plan for the full automation of the dispatching and assignment of CTA special (supplemental) bus and rail services. The project will plan for an upgrade in scheduling software to fully automate the process of filling extra service and thereby reduce overhead costs.	\$320,000
CTA	Agency Total: \$820,000
City of Chicago: Transportation and Programming Purpose: The purpose of this project is to support regional objectives by providing for the strategic participation of the City of Chicago in the region's transportation planning process including the development of the RTP and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other requested information to agencies, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of the City of Chicago in the regional planning process.	\$825,000
City of Chicago: CREATE Program Planning support – Passenger and Commuter Rail: City of Chicago will prepare technical, planning, policy and strategy support services to ensure that the remaining CREATE investments maximizes public benefit. The City will facilitate communications with affected communities, businesses, and related stakeholders.	\$400,000
City of Chicago	Agency Total:

	\$1,225,000
Council of Mayors: Subregional Transportation Planning, Programming and Management Purpose: The purpose is to provide for strategic participation by local officials in the region's transportation process as required by MAP-21, the Regional Planning Act and future legislation and to support the Council of Mayors by providing STP, CMAQ, SRTS, BRR, HPP, ITEP and other program development and monitoring, general liaison services, technical assistance and communication assistance	\$1,938,539
Council of Mayors	Agency Total: \$1,938,539
County of DuPage: Long Range Transportation Plan Purpose: The purpose is to provide for the ongoing development and maintenance of the DuPage County 2040 Transportation Plan, which is needed to manage future growth and travel demand. The Transportation Plan is a tool that guides the programming and planning of transportation infrastructure improvements, projects, and services and the allocation of financial resources.	\$312,500
County Projects	Agency Total: \$312,500
Metra: Program Development Purpose: This program helps facilitate Metra's efforts in capital transit planning and administration. Metra is responsible for developing the capital and operating programs necessary to maintain, enhance, and expand commuter rail service in northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning efforts; transit planning; private providers coordination; planning with protected populations; safety and security planning; facilitation of communication between local and regional governmental entities.	\$400,000
Metra	Agency Total: \$400,000
Pace: Rideshare Services Program Purpose: The Pace Rideshare program supports individuals and employers in the Northeastern Illinois region in forming carpools and vanpools to reduce single occupancy vehicle trips, thereby reducing traffic congestion and air pollution, as well as providing transportation to improve job accessibility. A critical component of the program involves strategic marketing that achieves critical mass to improve the matching potential of the participants	\$75,000
Pace: TIP Development and Modeling Purpose: Pace will develop a fiscally constrained Pace bus Capital Improvement Program for the Northeastern Illinois region which is consistent with and supportive of the five-year regional TIP.	\$75,000
Pace/CTA: North Shore Transit Service Coordination Plan Purpose: Pace will review Pace and CTA services in the North Shore area, specifically services serving Evanston and Skokie, to reduce duplication of service, optimize routes and schedules, and to ensure efficient allocation of Scarce transit resources. The review shall include an evaluation of route statistics and productivity as well as a review of journey to work data for the study area.	\$200,000
Customer Satisfaction Survey for ADA Paratransit and Vanpool Purpose: Pace will conduct a Customer Satisfaction Index (CSI) Study of Pace's Vanpool and ADA Paratransit services. The overarching goal of the study is to provide continued evaluation of service performance through the eyes of Pace customers so transportation needs can be met, loyalty strengthened, and ridership increased.	\$100,000
Pace	Agency Total:

	\$450,000
RTA: Community Planning Program Staff Support Purpose: The Community Planning Program provides grants and consultant assistance to local governments to undertake planning activities that integrate transportation (particularly transit) with land use and housing. RTA staff performs program and project management activities in support of the program.	\$200,000
RTA: Stable Funding for Collar Counties Coordinated Paratransit Systems System Purpose: RTA will conduct a study to identify a consistent and stable funding source for paratransit systems operating in the collar counties.	\$130,000
RTA	Agency Total: \$330,000



Chicago Metropolitan Agency for Planning

Agenda Item No. 9.0

233 South Wacker Drive
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MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: June 4, 2014

Re: State Legislative Update

Spring session adjourned on Saturday, May 31. Staff closely monitored numerous pieces of legislation during the final weeks of session, including development of the Illinois Department of Transportation's budget ([HB6097](#)) which included a \$3 million appropriation for Metropolitan Planning and Research Purposes at CMAP to partially fulfill the required federal match.

Included in the table that follows are bills that passed out of both chambers which impact CMAP's [2014 State Legislative Framework and Agenda](#) or are of interest to CMAP and its partners. Three new bills were added to this month's list, including legislation to create a task force to study modernizing the state's sales tax structure and the two bills that make up the \$1.1 billion state capital program, staff analyzed the capital program in a [Policy Update](#). New bills are indicated in green in "Subject" column. The final page includes a list of bills included in previous reports that did not pass.

ACTION REQUESTED: Informational

June 2014 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
PURSUE COORDINATED INVESTMENTS				
Local Government Dissolution	HB4418	<p>Jay Hoffman (D-Belleville) William Delgado (D-Chicago)</p> <p>As amended, prohibits a municipality from closing any facilities that provide fire protection or advanced life support services without the passage of a referendum.</p> <p>To the extent that the bill would undermine the consolidation of local services, the legislation would not support the implementation of GO TO 2040.</p>	05/30/2014 Passed Both Houses	Oppose
New Capital Bills	HB3794 SB3224	<p>Rep. Michael J. Madigan (D-Chicago) Sens. Toi W. Hutchinson (D-Chicago Heights), Andy Manar (D-Saunton)</p> <p>HB 3794 would provide for \$1.1 billion in new bond-financed capital spending on transportation, with \$1 billion provided for IDOT and \$100 million to local governments. SB 3224 provides the bond authorization for the \$1.1 billion program.</p>	05/31/2014 Passed Both Houses	
Special District Consolidation	HB5785	<p>Jack D. Franks (D-Marengo) Daniel Biss (D-Skokie)</p> <p>As amended, the bill would provide a process for consolidating a variety of special districts, with other governmental units.</p> <p>GO TO 2040 encourages intergovernmental collaboration and coordinated investments. The bill would provide special districts, counties, and municipalities that have analyzed the effects of consolidation and determined that consolidation would be beneficial with an avenue for implementing consolidation.</p>	05/29/2014 Passed Both Houses	Support
Local Government Dissolution	SB1681	<p>Terry Link (D-Waukegan) Jay Hoffman (D-Belleville)</p> <p>As amended, establishes a process by which a Regional Fire Protection Agency could be established. Local governments can generally make</p>	05/30/2014 Passed Both Houses	Oppose

Subject	Bill	Summary	Status	Agency Position
		<p>agreements that have the effect of consolidating services under 5 ILCS 220/3 and 5 ILCS 220/5. Consolidation agreements already established are not subject to the process set forth in this legislation.</p> <p>The bill would likely create a more complicated process for consolidation of services, which does not support GO TO 2040 recommendations for sharing services and efficient governance.</p>		
INVEST STRATEGICALLY IN TRANSPORTATION				
Vehicle Registration	HB5326	<p>Rita Mayfield (D-Waukegan) Bill Cunningham (D-Chicago)</p> <p>Provides that permanent vehicle registration plates shall be issued for a one-time fee of \$8 to vehicles owned by counties, townships, or municipal corporations used for the purpose of ridesharing.</p>	<p>05/29/2014 Passed Both Houses</p>	
INCREASE COMMITMENT TO PUBLIC TRANSIT				
Bus-on-Shoulder	HB5664	<p>Robert Rita (D-Blue Island) Martin A. Sandoval (D-Cicero)</p> <p>Transitions the bus-on-shoulder pilot program into a permanent program. It allows bus-on-shoulder projects on both the IDOT and Tollway systems, and requires IDOT to develop rules governing the times and locations of bus-on-shoulder service.</p> <p>GO TO 2040 calls for increased commitment to public transit, as well as modernization projects that enhance transit service. Bus-on-shoulder allows for relatively cost-effective new transit service in congested corridors.</p>	<p>05/22/2014 Passed Both Houses</p>	Support
Red Line Extension	HR675	<p>Al Riley (D-Olympia Fields)</p> <p>Calls on the CTA to “prioritize and expedite the planning and construction” of the Red Line South project. The resolution notes the many benefits of the expansion, and lack of progress on the project over the past 40 years.</p>	<p>02/26/2014 House Resolution Adopted</p>	

Subject	Bill	Summary	Status	Agency Position
CREATE A MORE EFFICIENT FREIGHT NETWORK				
Crossrail Chicago	HR1044 SR639	Kenneth Dunkin (D-Chicago) Martin A. Sandoval (D-Cicero) Urges that Crossrail Chicago be included on the list of fiscally unconstrained projects in GO TO 2040.	05/21/2014 House Resolution Adopted 05/19/2014 Senate Resolution Adopted	
EXPAND AND IMPROVE PARKS AND OPEN SPACE				
Environmental Restoration	SB3000	Daniel Biss (D-Evanston) Emily McAsey (D-Romeoville) Establishes the Illinois Natural Resource Restoration Trust Fund to receive funds resulting from litigation or settlement for DNR to investigate, assess, restore, or replace injured or damaged natural resources.	05/22/2014 Passed Both Houses	
REFORM STATE TAX POLICY				
New Study of State Sales Tax	SB2612	Dan Kotowski (D-Park Ridge) Barbara Flynn Currie (D-Chicago) Creates a Use and Occupation Tax Reform Task Force to study modernizing the sales tax structure, modify existing provisions on sales tax sourcing, provide for penalties for local governments that do not report sales tax rebate agreements to the Illinois Department of Revenue (IDOR), and transfers funds for the purposes of additional audit and compliance staff at IDOR.	05/30/2014 Passed Both Houses	
OTHER BILLS OF INTEREST				
Ethics Policies for County Appointees	SB3552	Julie A. Morrison (D-Deerfield) Sam Yingling (D-Hainesville) As amended, provides that a county board may by ordinance adopt a code of conduct regarding the accountability, fiscal responsibility, procurement authority, transparency, and ethical conduct of county	05/29/2014 Passed Both Houses	

Subject	Bill	Summary	Status	Agency Position
		appointees in addition to those mandated by law. Code is applicable to the appointees of any unit of local government. The county may establish a process to remove appointees found to have violated the code. Affects DuPage, Kane, McHenry, Will, and Lake Counties in northeastern Illinois.		

PREVIOUSLY REPORTED BILLS THAT STALLED

HB67	Green Special Service Area	HB5754	CMAP and RTA Planning
HB3251	New Units of Local Government (Oppose)	HB5786	Local Government Dissolution (Support)
HB4243	Special Service Areas	HB5819	Collar County Economic Development
HB4479	Corporate Income Tax	HB5878	Transit Maintenance
HB5329	Non-Home Rule Pilot Program	HB5907	Sustainable Local Food Production (Support)
HB5373	55/45 Split (Oppose)	HB5999	Repeal Motor Fuel Tax (Oppose)
HB5538	Affordable Housing	SB2658	Motor Fuel Tax Usage
HB5620	TIF Statute	SB2696	Fox Waterway Dissolution (Oppose, then Neutral)
HB5629	Water-Loss Accounting (Support)	SB2790	State Sales Tax on Motor Fuels (Oppose)
HB5687	TIF for Transit Facility Improvement	SB3047	Water-Loss Accounting (Support)
HB5751	RTA Oversight of Transit Budgets	SB3111	Non-Home Rule Pilot Program
HB5752	Transit Agency Financial Records		

Note: Full descriptions of the above bills and rationale for CMAP positions, where applicable, are available in the [April 2014](#) report.

###



Chicago Metropolitan
Agency for Planning

Title VI of the 1964 Civil Rights Act, Section 601 Specific to Federal Transit Administration Programs

June 2014

CMAP Board

Executive Committee

Gerald Bennett, chair

Rita Athas, vice chair

Elliott Hartstein, vice chair

Al Larson, at-large member

Raul Raymundo, at-large member

Rae Rupp Srch, at-large member

City of Chicago Appointments

Rita Athas, senior advisor, World Business Chicago

Frank Beal, executive director, Metropolis Strategies

Lisa Laws, deputy chief operating officer, City of Chicago

Andrew Madigan, managing director, Mesirow Financial

Raul Raymundo, chief executive officer, Resurrection Project

Cook County Appointments

Gerald Bennett, mayor, Palos Hills (Southwest Cook)

Al Larson, president, Schaumburg (Northwest Cook)

Richard Reinbold, president, Village of Richton Park (South Cook)

William Rodeghier, president, Western Springs (West Cook)

Peter Silvestri, commissioner, Cook County Board (Suburban Cook)

Collar County Appointments

Roger Claar, mayor, Bolingbrook (Will)

Elliott Hartstein, former president, Buffalo Grove (Lake)

Rae Rupp Srch, former president, Villa Park (DuPage)

Carolyn Schofield, member, McHenry County Board (McHenry)

Thomas Weisner, mayor, Aurora (Kane/Kendall)

Non-voting Members

Andre Ashmore, senior advisor to the director, Illinois Department of Commerce and Economic Opportunity (Governor's appointee)

Sean O'Shea, deputy chief of staff, Governor of the State of Illinois (Governor's appointee)

Leanne Redden, acting executive director, Regional Transportation Authority (MPO Policy Committee)

MPO Policy Committee

Municipal Governments

Rebekah Scheinfeld, Commissioner, Chicago Department of Transportation

Jeffery Schielke, Mayor, City of Batavia, Council of Mayors

County Governments

John Yonan, Superintendent of Transportation & Highways, Cook County

Tom Cuculich, Director, Economic Development & Transportation Planning, DuPage County

Christopher J. Lauzen, County Board Chairman, Kane County

John Shaw, County Board Chair, Kendall County

Aaron Lawlor, Vice Chair, County Board Chair, Lake County

Tina Hill, County Board Chair, McHenry County

Lawrence M. Walsh, County Executive, Will County

Regional Agencies

Leanne Redden, Acting Executive Director, Regional Transportation Authority

Frank Beal, Board Member, Chicago Metropolitan Agency for Planning

Elliott Hartstein, Board Member, Chicago Metropolitan Agency for Planning

Operating Agencies

Ann Schneider, Chair, Secretary, Illinois Department of Transportation

Forrest E. Claypool, President, Chicago Transit Authority

John McCarthy, President, Continental Air Transport, Private Transportation Provider

Kristi Lafleur, Executive Director, Illinois State Toll Highway Authority

Don Orseno, Executive Director, Metra

Richard A. Kwasneski, Chairman of the Board, Pace

Wesley Lujan, Assistant Vice President, Union Pacific Railroad, Class 1 Railroad Companies

Federal Agencies (Non-Voting)

Kay Batey, Division Administrator, Federal Highway Administration

Marisol Simon, Regional Administrator, Federal Transit Administration

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Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, IL 60606
312-454-0400
www.cmap.illinois.gov

June 2014

The Chicago Metropolitan Agency for Planning (CMAP) has established its Title VI Program pursuant to the Federal Transit Administration (FTA) Circular 4702.1B. The Program was adopted by the [CMAP Board](#) and [MPO Policy Committee](#) at their June 2014 meetings.

As a recipient of federal funds from the Federal Highway Administration and the Federal Transit Administration, CMAP complies with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, Part 21.

Randall S. Blankenhorn
Executive Director

1.0 General Requirements

The Chicago Metropolitan Agency for Planning (CMAP) is the northeastern Illinois metropolitan planning organization. As a direct recipient of federal funds, CMAP is required to submit a Title VI program to the Federal Transit Administration (FTA). The most recent program was approved by the CMAP Board and MPO Policy Committee in June 2011.

The Federal Highway Administration (FHWA) and FTA completed a certification review in March 2010. This review contained no corrective actions or major recommendations. The most recent CMAP quadrennial certification review began in the summer of 2013 with a site visit in November 2013. The review results found the agency to be in compliance with civil rights requirements.

FTA has not conducted a separate compliance review of CMAP's Title VI program.

1.1 Title VI Notice to the Public

The required notice to the public is posted on the CMAP website at <http://www.cmap.illinois.gov/contact-us/title-vi>. It is also included in Spanish at <http://www.cmap.illinois.gov/contact-us/titulo-vi>.

1.2 Instructions to the Public Regarding How to File a Title VI Discrimination Complaint

CMAP has designated an employee as the Civil Rights Officer for Title VI who has the responsibility for responding to all Title VI complaints. Instructions regarding how to file a complaint are posted to the CMAP web site on the same page as the notice.

If a complaint is regarding one of the service providers within the MPO region, the complaint will be forwarded to the service provider for response. The Civil Rights Officer tracks the status of all complaints which have been forwarded to other organizations.

1.3 Public Transportation-Related Title VI Investigations, Complaints, or Lawsuits

No Title VI investigations have been conducted, complaints filed or lawsuits initiated that name CMAP since the last Title VI Program was adopted in June 2011. There are no pending investigations, complaints or lawsuits from prior years.

1.4 Public Participation Plan

CMAP's [Public Participation Plan](#) was updated in January 2013. The plan outlines strategies CMAP uses to involve citizens including low income, minority and non-English speaking participants in the decision making process. The Citizens' Advisory Committee, Counties and Council of Mayors structure, together with the CMAP working committees, and local technical assistance staff assure that information can be widely provided and gathered to effectively engage in outreach to various communities, including the traditionally underserved. CMAP staff continuously works to improve strategies to identify and gather communities for input, with the goal of reaching,

engaging and sustaining relationships with these communities in the planning process. Creating printed and electronic tools, hosting seminars, open houses, focus groups, press briefings and other meetings to educate the public at locations easily accessible to interested and affected persons and organizations is a fundamental feature of CMAP's engagement process. A customized set of tools are employed for each meeting to localize the planning process and to place the planning activities in local context.

1.5 Plan for Providing Language Assistance to Persons with Limited English Proficiency

CMAP adopted its [Public Participation Plan](#) in January 2013. The purpose of the [Public Participation Plan](#) is to increase public awareness and participation while widening the range of voices and views in the planning process. As stated in the Plan, "Before CMAP begins any public engagement process, staff will work to develop a strategy document outlining the target audience and the steps that are needed to achieve the project goals." As part of the strategy, "CMAP will strive to accommodate the needs of traditionally underserved populations, such as low-income, minority, disabled, non-English-speaking, and other groups who have not previously participated in the planning process."

1.6 Racial Breakdown of the Membership of Committees, and a Description of Efforts Made to Encourage the Participation of Minorities on Such Committees

Five boards and committees at CMAP consider transit-related issues in the course of their normal deliberations: the CMAP Board, the MPO Policy Committee, the Council of Mayors Executive Committee, the Transportation Committee and the CMAQ Project Selection Committee. Other committees and working groups may consider transit-related issues on an incidental basis.

Membership on these committees is specified in statutes or bylaws, in that the members are appointed to represent agencies or parts of the region. The members are appointed by others, so CMAP has no control over the appointments.

The appendix to the [Unified Work Program](#), updated annually, identifies minority membership on committees.

1.7 Efforts the Primary Recipient Uses to Ensure Subrecipients are Complying

Triennial reviews were conducted by FTA in 2013 for the City of Chicago, CTA, Pace and Metra. The reviews found these agencies to be in compliance with civil rights requirements. The most recent triennial review for the RTA in 2011 found the RTA to be in compliance with civil rights requirements; the 2014 review of the RTA is currently underway.

1.9 Facility Construction

CMAP undertakes no construction projects, and thus does not perform fixed facility impact analyses. Individual Policy Committee member agencies are responsible for construction projects and to perform environmental assessments in compliance with FTA requirements. CMAP staff may be requested to assist in making these assessments.

2.0 MPO Requirements

2.1 Demographic Profile of the Metropolitan Area that Includes Identification of the Locations of Minority Populations in the Aggregate

A demographic profile of the region, including identification of minority populations, is contained in the major capital project appendix of the [GO TO 2040 Plan Update](#).

2.2 Procedures by Which the Mobility Needs of Minority Populations are Identified and Considered within the Planning Process

GO TO 2040, adopted in October 2010, serves as the federally-recognized transportation plan for the region, although it covers more topics than a traditional long-range plan. GO TO 2040 addresses compliance with Title VI in several ways. The procedures by which minority population mobility needs are identified and considered are described in more detail in the appendices to the [Unified Work Program](#). The UWP discussion is updated annually to reflect CMAP's evolving planning processes; the FY 15 UWP includes discussion of planning processes for the GO TO 2040 Plan Update.

2.3 Demographic Maps that Overlay the Percent Minority and Non-Minority Populations and Charts that Analyze the Impacts of the Distribution of State and Federal Funds

As part of the major capital project evaluation process for GO TO 2040, environmental justice impacts were evaluated to demonstrate that the benefits of transportation investments are shared broadly in the CMAP region. This was done by examining the jobs-housing access measure for areas where median income is less than half the regional median income.

2.4 An Analysis of Impacts Identified in Section 2.3

The results of the environmental justice analysis indicate that, as a class, the major capital projects do improve access to jobs by auto and transit for disadvantaged communities. While minority communities were not specifically broken out, income and minority status are closely correlated in the Chicago region. The method is documented in an appendix to the [GO TO 2040 Plan Update](#).

3.0 Direct Recipient Requirements

3.1 Fixed Route Public Transportation Service

CMAP does not provide fixed-route public transportation service, and hence does not perform the service equity analysis required under Section 2 of Chapter IV of the Circular.

4.0 Primary Recipient Requirements

4.1 A Description of the Procedures the MPO Uses to Pass Through FTA Financial Assistance

The [Unified Work Program](#) web page describes the procedures CMAP uses to program UWP funds. Appendix H of the UWP document describes each year's process in more detail. The procedures are updated on an ongoing basis to meet the changing needs of the region and CMAP's partners

4.2 A Description of the Procedures the MPO Uses to Provide Assistance to Potential Subrecipients

As noted in the description of UWP programming procedures, MPO Policy Committee members either submit proposals, or sponsor submissions from other entities. MPO Policy Committee members have extensive experience with the requirements of federal funding processes; if required, CMAP staff will assist in communicating with the appropriate state and federal partners.

4.3 Monitoring Subrecipients

Triennial reviews were conducted by FTA in 2013 for the City of Chicago, CTA, Pace and Metra. The reviews found these agencies to be in compliance with civil rights requirements. The most recent triennial review for the RTA in 2011 found the RTA to be in compliance with civil rights requirements; the 2014 review of the RTA is currently underway.

CMAP's planning process incorporates Title VI considerations in the development of its transportation planning documents. CMAP works with its subrecipients through the committee structure to ensure that benefits of transportation investments are shared broadly in the CMAP region.



MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: June 5, 2014

Re: Public Comment Release: Draft GO TO 2040 plan update

Staff began the process of updating the GO TO 2040 plan, as required by federal law, in the summer of 2013. Over the last several months, the CMAP Board, MPO Policy Committee, and working committees have reviewed and provided input on updates of the plan indicators, implementation action tables, financial plan, and major capital projects. At this time, CMAP is ready to release the full draft plan update for public comment following the June meetings of the Board and MPO Policy Committee. The official public comment period will run June 13 to August 1, 2014. Stakeholders and the public will have the opportunity to provide comment at a series of open houses scheduled to take place across the region over the summer or online at <http://www.cmap.illinois.gov/about/2040/update>, beginning Friday, June 13.

The full draft plan update consists of the following documents, which are available for your download and review in PDF form at the links below:

- GO TO 2040 [plan update summary](#) draft for public comment
 - Appendix: [Major Capital Projects](#)
 - Appendix: [Financial Plan for Transportation](#)
 - Appendix: [Socioeconomic Forecast Update Overview](#)
 - Appendix: [Implementation Action Areas](#)
 - Appendix: [Indicator Methodology](#)
 - Appendix: [Transportation Conformity Analysis](#)
 - Appendix: [Travel Model Documentation](#)
 - Appendix: Public Engagement Summary (available *following* the public comment period)

Working committee members provided feedback on a draft plan update summary document in May. The version linked above reflects revisions based on those comments. Committee members are encouraged to provide comments on any of the above at the June or August meetings or directly to Drew Williams-Clark (awilliamsclark@cmap.illinois.gov) by close of business on August 1.

ACTION REQUESTED: Information

Draft GO TO 2040 plan update available for public comment



The Chicago Metropolitan Agency for Planning (CMAP) has initiated an update of the GO TO 2040 comprehensive regional plan, as required by federal law. The draft update will be available for public comment from **June 13 to August 1, 2014**.

CMAP will hold a series of public open house meetings throughout the region during the 45-day comment period. Each event will feature posters and plan update materials for review, as well as the draft 2014-19 Transportation Improvement Program (TIP), with comment cards available to leave input and CMAP staff on hand to answer questions. Residents may also review the plan and submit written comments at www.cmap.illinois.gov/about/2040/update/public-comment (web page goes live on June 13).

To learn more contact Jessica Gershman at jgershman@cmap.illinois.gov or **312-386-8631**.

Lake County

Tuesday, June 17, 2014
4:00 to 7:00 p.m.
Lake County Division
of Transportation
Main Conference Room
600 W. Winchester Road
Libertyville, Illinois 60048

South Suburban Mayors and Managers Association

Thursday, June 19, 2014
4:00 to 6:00 p.m.
SSMMA Office
1904 W. 174th Street
East Hazel Crest, Illinois 60429

Will County

Monday, June 23, 2014
4:00 to 7:00 p.m.
New Lenox Village Hall
Community Room
1 Veterans Parkway
New Lenox, Illinois 60451

Southwest Conference of Mayors

Tuesday, June 24, 2014
4:00 to 7:00 p.m.
Palos Hills City Hall
10335 South Roberts Road
Palos Hills, Illinois 60465

DuPage County

Wednesday, June 25, 2014
4:00 to 7:00 p.m.
DuPage County
Administration Building
Auditorium - 1st Floor
421 N. County Farm Road
Wheaton, Illinois 60187

West Central Municipal Conference

Wednesday, July 9, 2014
4:00 to 7:00 p.m.
LaGrange Village Hall
Village Hall Auditorium
53 S. LaGrange Road
LaGrange, Illinois 60525

Northwest Municipal Conference

Thursday, July 10, 2014
4:00 to 7:00 p.m.
Arlington Heights Village Hall
Community Room
33 S. Arlington Heights Road
Arlington Heights, Illinois 60005

Kendall County

Monday, July 14, 2014
4:00 to 7:00 p.m.
Historic County Courthouse
2nd Floor Conference Room
109 W. Ridge Street
Yorkville, Illinois 60560

Kane County

Tuesday, July 15, 2014
4:00 to 7:00 p.m.
Kane County Government
Center Auditorium
719 S. Batavia Avenue
Geneva, Illinois 60134

McHenry County

Thursday, July 17, 2014
3:00 to 6:00 p.m.
McHenry County
Administration Building
Conference Room A
667 Ware Road
Woodstock, Illinois 60098

CMAP Public Hearing

Thursday, July 31, 2014
4:00 to 7:00 p.m.
Chicago Metropolitan
Agency for Planning
233 S. Wacker Drive, Suite 800
Chicago, Illinois 60606

RSVP to Jessica Gershman at
jgershman@cmap.illinois.gov
or **312-386-8631**.

GO TO 2040 PLAN UPDATE



Chicago Metropolitan
Agency for Planning

233 South Wacker Drive, Suite 800
Chicago, IL 60606

312-454-0400
info@cmap.illinois.gov
www.cmap.illinois.gov



MEMORANDUM

To: CMAP Board

From: CMAP staff

Date: June 4, 2014

Re: Draft CMAP Reauthorization Principles

On July 6, 2012, President Obama signed into law Moving Ahead for Progress in the 21st Century (MAP-21), a two-year surface transportation bill. Authorizing some \$52.6 billion in annual transportation funding, MAP-21 implemented several meaningful **programmatic and policy changes** but failed to provide a sustainable funding mechanism for the federal transportation program. With MAP-21 set to expire on September 30, 2014 and the federal Highway Trust Fund **expected** to reach insolvency in mid-2014, a national conversation is currently underway on a new surface transportation bill.

CMAP's adopted **reauthorization principles** date from September 1, 2009 as the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the previous federal transportation bill, was scheduled to expire. The Chicago region's perspective on transportation policy has evolved since then, reflecting the adoption of GO TO 2040, the regional comprehensive plan, in 2010. The plan calls for strategic investments in transportation, an increased commitment to public transit, and the creation of a more efficient freight network.

GO TO 2040 and CMAP's adopted **federal agenda** offer detailed positions on specific issues, and CMAP recently coordinated with other large metropolitan planning organizations (MPOs) to develop common **reauthorization principles related to freight policy**. While CMAP continues to support these positions, the agency's overall stance on federal reauthorization can be summarized in the following four high-level principles:

The federal government should provide sustainable, robust funding for surface transportation.

Perhaps the single greatest shortcoming of MAP-21 was its inability to provide a sustainable funding source for the federal transportation program. Despite substantial funding needs, MAP-21 did not increase funding levels beyond a modest inflation adjustment. Moreover, MAP-21 relied on a number of totally unrelated revenue

sources, not transportation user fees, to patch together funding. Those offsets and one-time revenue sources now appear to be insufficient to keep the Highway Trust Fund solvent through September 2014.

A strong federal role in transportation is vital, and commensurate funding levels are required to support that role. Transportation projects can be large and complex, and can require multiple years to plan and construct. For those reasons, it is important to continue funding the federal transportation program through user fees that accrue to dedicated trust funds.

Congress and the Administration should identify sustainable revenue sources to support an increased level of funding, and these revenue sources should be based on transportation user fees. As the past several years have demonstrated, the nation's existing transportation user fees have failed to keep pace with inflation and rising fuel economy. Enhancing the rates for existing fees, including the motor fuel tax, and pegging them to an inflationary measure are appropriate short-term solutions, but a different approach will be required in the long term as vehicle technologies and travel behavior continue to evolve.

Congress and the Administration should continue to support the greater participation of private capital in transportation funding, along with other innovative approaches to project financing.

The federal government should implement performance-based funding.

MAP-21 initiated a performance measurement process, marking a shift toward monitoring the outcomes of the federal program. While performance measurement is an important first step, MAP-21 falls short of the direction envisioned in GO TO 2040; performance targets appear to be somewhat narrow in scope and will not generally be tied to funding allocations. MAP-21's reporting requirements should improve the transparency of federal transportation spending, but it is unclear whether the bill will meaningfully affect transportation outcomes.

As the federal performance measurement process matures, the next step is to tie funding to performance. The next transportation authorization is an opportunity to ensure that both the formula (i.e., the core programs) and discretionary (i.e., the competitive programs) components of the federal program are based on strong performance measures. Apportionments of funding should not be based solely upon blunt measures like population and lane-mileage or the previous year's funding levels, but rather on meaningful measures of need and performance. And highly-competitive discretionary funds should be awarded to the most meritorious projects with the greatest national impacts.

A truly performance-based approach would establish a framework for the distribution of federal transportation funds, bringing the federal program toward a greater emphasis on meaningful outcomes. Performance-based funding must move beyond traditional

engineering criteria to also embrace broader measures of transportation's impact, for example on land use, the economy, and the environment.

The federal government should provide appropriate tools to regions to support the transportation system.

A strong federal and state role must be complemented by a robust role for metropolitan areas. The federal transportation program has long worked in partnership with states, but regions have traditionally played a smaller role. Given regions' importance as transportation nodes, centers of economic activity, and their greater knowledge of local conditions and preferences, the next reauthorization bill should build upon this partnership by providing appropriate tools to strengthen the roles metropolitan areas.

Namely, the federal restriction on tolling the Interstate system should be removed, and the decision to pursue tolling should be left to local leaders. Tolling is a pure user fee, and sustainable over time if indexed to inflation. Additionally, tolling allows for the implementation of congestion pricing, a proven strategy to manage travel demand. Allowing local decision-makers to toll the Interstate system provides them with the tools to effectively fund and manage the most critical component of the National Highway System.

Additionally, the next reauthorization bill can strengthen the federal partnership by further empowering MPOs to make strategic investment decisions and allocate resources directly. This reform would build upon current practice to better link MPOs' planning responsibilities to investment decisions. Other federal reforms could ensure greater coordination between the review process under the National Environmental Policy Act and the metropolitan planning process.

The federal government should support a robust freight program.

Freight is the lifeblood of the American economy, but has not traditionally been emphasized by the federal transportation program. In order to maintain the nation's long-term economic competitiveness, it is vital for the federal government to support the efficient movement of freight via planning, investment, and oversight. It is equally important for the federal government to help mitigate the negative impact of goods movement on local communities; while the benefits of freight are felt nationally or globally, its costs of congestion, pollution, and community disruption are experienced locally. Working with MPOs representing other major metropolitan regions, CMAP calls for three principles for freight in the next transportation reauthorization bill:

- Integrate metropolitan regions into the freight investment decision-making process.
- Dedicate a range of funding sources and authorize a minimum of \$2 billion funding per year for freight investments, consistent with proposals from national freight advocacy organizations.
- Redefine the national freight network to comprise a multimodal transportation system.

CMAP will monitor the reauthorization process as it unfolds. Staff will continue to analyze various legislative proposals as they emerge, and will continue to advocate for the above three principles in its communication with national, state, and local partners.

ACTION REQUESTED: Approval

###

**Memorandum of Understanding
Between the Chicago Metropolitan Agency for Planning
and the Policy Committee
Encompassing Transportation Planning and Programming in
Northeastern Illinois**

This agreement is entered into by the Chicago Metropolitan Agency for Planning (CMAP) created by the Regional Planning Act of 2005 and the Policy Committee serving as the federally designated metropolitan planning organization (MPO) for northeastern Illinois.

The Chicago Metropolitan Agency for Planning and the region's Policy Committee recognize the desirability and absolute necessity of the region's planning for land use and transportation to remain integrated in an open and collaborative process in which socioeconomic and environmental objectives are appropriately considered. Furthermore, the entities affirm their intent to continue and strengthen the cooperative and productive relationship, which currently exists between them.

The two bodies wish to provide a framework that will help our region connect its land use to the transportation system, preserve its environment and sustain its economic prosperity. Both the CMAP board and the Policy Committee must be responsive to the region's residents, working cooperatively with municipalities and counties that maintain authority for local land-use decisions.

INTENT

The signatory boards, by adopting this agreement, recognize the appropriateness and necessity to coordinate and integrate the region's planning for land use and transportation in an open and collaborative process.

The agreement covers the metropolitan planning area as defined by the Regional Planning Act and by the U.S. Department of Transportation planning regulations. Currently, this region includes the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will (MPO planning area includes Aux Sable township in Grundy County). The agreement covers the working relationship between the two boards, whose responsibilities are defined in the Regional Planning Act and federal legislation.

OVERALL RESPONSIBILITIES

CMAP – as stated in the Regional Planning Act, the board shall be responsible for developing and adopting a funding and implementation strategy for an integrated land use and transportation planning process for the northeastern Illinois region. CMAP is also responsible for the development of an integrated comprehensive regional plan.

Policy Committee – as stated in federal legislation, the metropolitan planning organization, in cooperation with the state and public transportation operators, shall develop long-range transportation plans and transportation improvement programs for the metropolitan area.

COMMITTEE REPORTING

CMAP has established a four-level committee structure: policy, advisory, coordinating and working. At the policy level, the CMAP board and the Policy Committee will review staff and committee work to ensure that consistency and consensus are achieved. The Citizens' Advisory Committee (CAC), the Council of Mayors, and a committee made up of county officials will together comprise the advisory level. The Council of Mayors will continue its current relationship with the Policy Committee, while at the same time serve as a municipal advisory body to the CMAP board. The Work Program Committee, serving as the Transportation Committee for CMAP, will also continue its current reporting relationship to the Policy Committee. The Policy Committee and the CMAP board will jointly determine the structure and member organizations of the Transportation Committee. The Transportation Committee will also provide input to the two coordinating level committees of the CMAP board: Local and Regional. The Policy Committee will appoint the chair and vice-chair of the Transportation Committee. The chair and vice-chair will each serve on one of the coordinating committees. The Policy Committee will establish such committees and task forces as it may deem necessary to effectively carry out the region's transportation planning and programming activities.

STAFF SUPPORT

It is the intent of both the CMAP board and the Policy Committee that the staff of CMAP be responsible for the region's work program that addresses planning for both transportation and land use in northeastern Illinois. The Executive Director of CMAP will ensure that adequate staff support is provided to carry out the transportation planning and programming activities as described in the annual Unified Work Program and approved by the CMAP board and the Policy Committee. The staff of CMAP will interact with the Policy Committee to ensure that the Policy Committee is fully and meaningfully involved in the development of at least those matters designated by federal law as within the MPO's purview.

CROSS COMMITTEE MEMBERSHIP

Recognizing the need for effective communication, the legislation creating the Regional Planning Board, now known as CMAP, established a non-voting position for the Policy Committee on the CMAP board. [The Policy Committee may name an alternate to their non-voting position.](#) To ensure policy level communication between the signatory bodies, the Policy Committee will add two designated members from the CMAP board to its Committee.

Adopted March 14, 2007

Reaffirmed March 11, 2009, March 10, 2010

Revised and affirmed March 9, 2011

Reaffirmed February 8, 2012, March 13, 2013, March 12, 2014

APPROVAL PROCESS

Federal regulations require the MPO to approve various plans, programs and related documents. Such plans, programs and related documents will be developed by CMAP staff utilizing the committee structure established by the CMAP board and the Policy Committee. Recommendations made by the Transportation Committee will be forwarded to the Policy Committee and either the Local or Regional Coordinating Committee as appropriate. Recommendations from these committees will be forwarded to the CMAP board which will also receive input from the Citizens' Advisory Committee, a county officials committee and the Council of Mayors. The CMAP board will then forward its recommendation with comments to the Policy Committee, which will act upon that recommendation. The Policy Committee will take final action as required by federal law.

The signatory boards recognize the need to meet certain federal requirements within established timeframes. Both boards commit to taking action in a timely fashion such that deadlines will not be jeopardized.

TERM

This Memorandum of Understanding will be reviewed on an annual basis.

Adopted March 14, 2007
Reaffirmed March 11, 2009, March 10, 2010
Revised and affirmed March 9, 2011
Reaffirmed February 8, 2012, March 13, 2013, March 12, 2014